

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Baltimore Municipal Airport Survey Number: B-3603/BA-2094

Project: Dundalk Marine Terminal Development Agency: MD Port Administration

Site visit by MHT Staff: no X yes Name L. Bowlin Date 2-28-91

Eligibility recommended X Eligibility not recommended

Criteria: X A B X C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)
The Baltimore Municipal Airport currently functions as the Dundalk Marine Terminal located at 2700 Broening Highway on the Baltimore City/County line. The Airport was the city's major commercial airport during the 1940s before being replaced by Friendship Airport (BWI) in the 1950s. Identified buildings which are associated with the Municipal Airport include the Pan American Seaplane Hangar (Shed 3B)(B-3603), the Air Station (Administration Bldg.) (BA-2094), Landplane Hangar #1 and Shops(Building B-1), and the 104th Fighter Squadron Hangar (Dunmar Bldg.) The Airport is significant for its association with local transportation history. The individual buildings are significant for their architectural and engineering innovations. The Pan Am Seaplane Hangar, constructed in 1938, was one of the first Flying Clipper Terminals on the east coast; it provided service to Bermuda and Europe. The hangar was designed by a team of architects and engineers with an innovative cantilevered framing system which accommodated the large seaplanes. The Air Station functioned as the passenger terminal with all the modern amenities as well as the control tower. The 1940 design displays features of the Georgian Revival style with unique tower windows. Because of the 15 degree tilt, the windows do not create glare or reflection for the air traffic controller. The remaining hangars, the Landplane Hangar and the 104th Fighter Squadron, provided maintenance and storage space for commercial and military operations. The Landplane Hangar reflects modern architectural features, while in contrast, the Squadron Hangar displays a Federal Revival appearance. (Facility has operated as Dundalk Marine Terminal since 1960.)

Documentation on the property/district is presented in: MD Inventory of H.P., vertical files
MDOT architectural survey report (1980), compliance file "Dundalk Marine Terminal"

Prepared by: Richard Meyer

L. Bowlin 2 August 1994
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes no not applicable
B. Bowlin 8-3-94
Reviewer, NR program Date

gms

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- ☐ Eastern Shore (all Eastern Shore counties, and Cecil)
☐ Western Shore (Anne Arundel, Calvert, Charles,
Prince George's and St. Mary's)
☒ Piedmont (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery)
☐ Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- ☐ Paleo-Indian 10000-7500 B.C.
☐ Early Archaic 7500-6000 B.C.
☐ Middle Archaic 6000-4000 B.C.
☐ Late Archaic 4000-2000 B.C.
☐ Early Woodland 2000-500 B.C.
☐ Middle Woodland 500 B.C. - A.D. 900
☐ Late Woodland/Archaic A.D. 900-1600
☐ Contact and Settlement A.D. 1570-1750
☐ Rural Agrarian Intensification A.D. 1680-1815
☐ Agricultural-Industrial Transition A.D. 1815-1870
☐ Industrial/Urban Dominance A.D. 1870-1930
☒ Modern Period A.D. 1930-Present
☐ Unknown Period (☐ prehistoric ☐ historic)

III. Prehistoric Period Themes:

- ☐ Subsistence
☐ Settlement
☐ Political
☐ Demographic
☐ Religion
☐ Technology
☐ Environmental Adaption

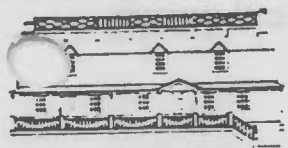
IV. Historic Period Themes:

- ☒ Agriculture
☒ Architecture, Landscape Architecture,
and Community Planning
☐ Economic (Commercial and Industrial)
☐ Government/Law
☐ Military
☐ Religion
☐ Social/Educational/Cultural
☒ Transportation

V. Resource Type:

Category: buildingsHistoric Environment: rural (industrial)Historic Function(s) and Use(s): airport/terminal/hangarsKnown Design Source: W. Watters Pagon for first 3 bldgs/Van Rensselaer P. Saxe=4

MARYLAND HISTORICAL



TRUST

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

INDIVIDUAL PROPERTY/DISTRICT MARYLAND HISTORICAL TRUST INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: BALTIMORE MUNICIPAL AIRPORT Survey Number: B-3603/BA 2094

Project: DUNDALK MARINE TERMINAL Agency: MD PORT AUTHORITY

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended ✓ Eligibility not recommended _____

Criteria: ✓A ✓B ✓C ✓D _____ Considerations: ✓A ✓B ✓C ✓D ✓E ✓F ✓G ✓None

The Pan American Seaplane Hangar, the Air Station, Justi Landplane Hangar #1 and Shops and the 104th Fighter Squadron Hangar functioned as the core facilities for the Baltimore Municipal Airport, the city's major commercial airport in the 1940s. Replacing the inadequate Logan Field, the Baltimore Municipal Airport served as the center of commercial air travel until Friendship Airport (BWI) was built in 1950. In addition to this historical significance, each building possesses architectural and/or engineering significance. The Pan Am Seaplane Hangar, constructed in 1938, was one of the first Flying Clipper terminals on the east coast and represents a functional and aesthetic architectural achievement. The modern transportation building was designed by a team of architects and engineers with an innovative cantilevered framing system which accommodated the large seaplanes. The Air Station functioned as the passenger terminal with all the modern amenities as well as the control tower. The 1940 design displays features of the Georgian Revival style with unique tower windows. Because of their 15 degree tilt, the windows do not create glare or reflection for the air traffic controller. The two remaining hangars, the Landplane Hangar and the 104th Fighter Squadron, provided maintenance and storage space for commercial and military operations. The Landplane Hangar reflects modern architectural features, while in contrast, the Squadron Hangar displays a Federal Revival appearance. These buildings are eligible for the Maryland Register of Historic Properties under Criteria A and C for their contributions to local transportation history and architectural and engineering innovations.

Documentation on the property/district is presented in: _____

SEE MD INVENTORY FOR MORE INFORMATION

Prepared by: RICHARD D. MEYER, 1980

LAUREN BOWLIN

Reviewer, Office of Preservation Services

JAN 91

Date

NR program concurrence: ✓ yes no not applicable

R. Bowlin
Reviewer, NR program

3-12-92

Date

July

Survey No. BA-2094

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- | | |
|--|--|
| <input type="checkbox"/> Eastern Shore | (all Eastern Shore counties, and Cecil) |
| <input type="checkbox"/> Western Shore | (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's) |
| <input checked="" type="checkbox"/> Piedmont | (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery) |
| <input type="checkbox"/> Western Maryland | (Allegany, Garrett and Washington) |

II. Chronological/Developmental Periods:

- | | |
|--|--------------------|
| <input type="checkbox"/> Paleo-Indian | 10000-7500 B.C. |
| <input type="checkbox"/> Early Archaic | 7500-6000 B.C. |
| <input type="checkbox"/> Middle Archaic | 6000-4000 B.C. |
| <input type="checkbox"/> Late Archaic | 4000-2000 B.C. |
| <input type="checkbox"/> Early Woodland | 2000-500 B.C. |
| <input type="checkbox"/> Middle Woodland | 500 B.C.- A.D. 900 |
| <input type="checkbox"/> Late Woodland/Archaic | A.D. 900-1600 |
| <input type="checkbox"/> Contact and Settlement | A.D. 1570-1750 |
| <input type="checkbox"/> Rural Agrarian Intensification | A.D. 1680-1815 |
| <input type="checkbox"/> Agricultural-Industrial Transition | A.D. 1815-1870 |
| <input type="checkbox"/> Industrial/Urban Dominance | A.D. 1870-1930 |
| <input checked="" type="checkbox"/> Modern Period | A.D. 1930-Present |
| <input type="checkbox"/> Unknown Period (<input type="checkbox"/> prehistoric <input type="checkbox"/> historic) | |

III. Prehistoric Period Themes:

- | |
|---|
| <input type="checkbox"/> Subsistence |
| <input type="checkbox"/> Settlement |
| <input type="checkbox"/> Political |
| <input type="checkbox"/> Demographic |
| <input type="checkbox"/> Religion |
| <input type="checkbox"/> Technology |
| <input type="checkbox"/> Environmental Adaption |

IV. Historic Period Themes:

- | |
|--|
| <input type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Architecture, Landscape Architecture, and Community Planning |
| <input type="checkbox"/> Economic (Commercial and Industrial) |
| <input type="checkbox"/> Government/Law |
| <input type="checkbox"/> Military |
| <input type="checkbox"/> Religion |
| <input type="checkbox"/> Social/Educational/Cultural |
| <input checked="" type="checkbox"/> Transportation |

V. Resource Type:

Category: BUILDINGS

Historic Environment: URBAN

Historic Function(s) and Use(s): TRANSPORTATION, AIR RELATED

Known Design Source: DELANOT ALDRICH ARCHT
SEAPLANE HANGAR - WATTERS PAGON¹⁶, AIR STATION
WATTERS PAGON, LANDPLANE HANGAR - WATTERS PAGON, SQUADRON HANGAR
VAN RUSSELLER P. SAYE

B-3603; BA-2094

Baltimore Municipal Airport

1938 (A)

Pan American Seaplane Hangar (A)

1940 (B-D)

Air Station (B)

Landplane Hangar #1 and Shops (C)

104th Fighter Squadron Hangar (D)

Baltimore, MD

public (restricted)

Baltimore Municipal Airport was the city's major commercial airport during the 1940s. It replaced Logan Field, a much smaller facility north of Broening Highway, and retained its status until 1950 when Friendship Airport (now Baltimore-Washington International Airport) opened. Of particular note are the Seaplane Hangar (A) and the Air Station (B). The Seaplane Hangar, one of the first Flying Clipper terminals on the east coast, consists of a gigantic cantilevered steel frame ca. 190' long and 270' wide, from which are suspended sliding metal doors, each weighing three tons. The windows of the Air Station's control tower are innovative in that they tilt outward 15° toward the top, thus eliminating reflected glare for the traffic controller, while its concourse has been given a curious "Georgian moderne" treatment.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME Baltimore Municipal Airport: Pan American Seaplane Hangar (A); Air Station (B)
HISTORIC Landplane Hangar #1 and Shops (C); 104th Fighter Squadron Hangar (D).

AND/OR COMMON

Harbor Field (1950-1960)

2 LOCATION

STREET & NUMBER

2700 Broening Highway

CITY, TOWN

Baltimore

CONGRESSIONAL DISTRICT

2nd and 3rd

VICINITY OF

STATE

Maryland 21222

COUNTY

Baltimore City/Baltimore County

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ MUSEUM☒ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☒ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☒ TRANSPORTATION☐ MILITARY☐ OTHER:**4 OWNER OF PROPERTY**

Maryland Department of Transportation

NAME

Maryland Port Administration (Dundalk Marine Terminal)

Telephone #: (301) 285-3010

STREET & NUMBER

Dunmar Bldg., 2700 Broening Highway

CITY, TOWN

Baltimore

VICINITY OF

STATE, zip code
Maryland 21222**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Baltimore City Courthouse

Baltimore County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Baltimore; Towson

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

BA-2094

CONDITION☐ EXCELLENT☒ GOOD☐ FAIR☐ DETERIORATED☐ RUINS☐ UNEXPOSED**CHECK ONE**☐ UNALTERED☒ ALTERED**CHECK ONE**☒ ORIGINAL SITE☐ MOVED DATE _____**DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE**

The Baltimore Municipal Airport, consisting of ca. 360 A., is located on landfill along the north shore of the Patapsco River, just east of Colgate Creek and SW of Broening Highway, astride the Baltimore City and Baltimore County boundary in Maryland. There are four significant buildings: The Pan American Seaplane Hangar (A); the Air Station (B); Landplane Hangar #1 and Shops (C); and the 104th Fighter Squadron Hangar (D). Each is described in detail below.

The Seaplane Hangar (A) is located ca. 2200' south of Broening Highway near the west bank of the property. It consists of a gigantic cantilevered steel frame ca. 190' long and 270' wide, raised on four central steel frame columns each five feet square and forty-five feet high with clear spans of 100' and 140'. Around the periphery of these continuous fascia girder from which are suspended the exterior wall panels, most of which are three ton sliding metal doors, ten feet wide and thirty-five feet high. The doors freely roll on casters along rails at either end. (These have since been stabilized, their bases faced in concrete. Yet when operable, it was possible for one man to move the doors by himself). Corner panels, projecting slightly and rounded, have a decorative vertical striation. Fenestration consists of a continuous double horizontal ribbon of industrial sash windows, interrupted at the corners and on the central half of the north or principal facade, where there is a single narrow ribbon just below the fascia panels. The roof is hung at the bottom of the frame and is covered with sheets of copper-bearing corrugated steel and insulation board; the floor is of bituminous concrete. A metal frame and concrete loading dock adjoins the south facade and is a recent addition.

Directly below the north facade windows is an adjoining two story semi-octagonal steel and masonry block, sheathed in brick, whose second story is stepped back from the first. The masonry block is bilaterally symmetrical, its north facade containing a triple grouping of doors, each surmounted by a triple paned transom. Flanked by oculus windows, the grouping is recessed five feet from the facade line, forming an entry with stepped walls. On axis at the second floor level is a double door with side lights leading to a rooftop terrace. There are four large industrial sash type windows on each floor on both the NE and NW facades, and two each on the east and west facades, respectively. Just above the windows on both floors is a continuous brick string course. The interior is organized around a two story semi-octagonal core, the concourse, from which the various periphery office may be reached. Access to second floor office is via a concourse balcony reached from an open spiral staircase to the left, just inside the main entry.

Originally, the hangar complex included a covered walkway extending west from the masonry block which led to a pile trestle and a floating walkway. From a seaplane ramp to the SW, rails extended into the hangar from both the west and south.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

PREHISTORIC	__ ARCHEOLOGY-PREHISTORIC	__ COMMUNITY PLANNING	__ LANDSCAPE ARCHITECTURE	__ RELIGION
__ 1400-1499	__ ARCHEOLOGY-HISTORIC	__ CONSERVATION	__ LAW	__ SCIENCE
__ 1500-1599	__ AGRICULTURE	__ ECONOMICS	__ LITERATURE	__ SCULPTURE
__ 1600-1699	X ARCHITECTURE	__ EDUCATION	__ MILITARY	__ SOCIAL/HUMANITARIAN
__ 1700-1799	__ ART	X ENGINEERING	__ MUSIC	__ THEATER
__ 1800-1899	__ COMMERCE	__ EXPLORATION/SETTLEMENT	__ PHILOSOPHY	X TRANSPORTATION
X 1900-	__ COMMUNICATIONS	__ INDUSTRY	__ POLITICS/GOVERNMENT	__ OTHER (SPECIFY)
		__ INVENTION		

SPECIFIC DATES (A) 1938; (B) 1940; (C) 1940;
(D) 1940 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

(A) W. Watters Pagon, Baltimore, Md.
(consulting engineer); Delano &
Aldrich (consulting architects)
(B) W. Watters Pagon, Baltimore, Md.;
Henry Adams, Inc. (consulting
engineers); Thomas Machen (con-
sulting architect)
(C) W. Watters Pagon, Baltimore, Md.
(consulting engineer)
(D) Van Rensselaer P. Saxe, Baltimore
Md. (structural engineer)

The Baltimore Municipal Airport was the city's major commercial airport during the 1940s. It replaced Logan Field, a much smaller facility north of Broening Highway, and retained its status until 1950 when Friendship Airport (now Baltimore-Washington International Airport) opened.

The Pan-Am Seaplane Hangar (A) is a remarkable achievement in modern architecture, both functionally and aesthetically. The program mandated a facility of maximum space and economy to house the huge Flying Clipper which were to be towed on rails from a ramp extending into the river. A cantilevered frame exceeded these requirements and served as a graceful and dramatic structural system. To protect the frame from interior fire and reduce heating expense, the roof was inverted. To reduce eddies in the wind, the corners were rounded. It is to the engineer's credit that the accommodation of such functional consideration resulted in an elegant and seemingly continuous exterior skin. Seaplane service to Bermuda began on 16 March 1938, while service to Europe started 13 May 1939. Planes would dock near the mouth of Colgate Creek and passengers would traverse a floating walkway and pile trestle to or from the concourse, ticket, baggage and immigration facilities.

The Air Station (B) served as the landplane terminal and included air traveller service amenities typical of the period. Two features are particularly notable: the windows of the central tower, designed by the airports manager Louis M. Rawlins are innovative in that they tilt outward 15° toward the top, thus eliminating reflected glare for the air traffic controller. This has since become established practice in airport design. The concourse is notable for its "Georgian moderne" interiors, a curious blend of simplified pilaster and frieze details updated through the use of ribbon windows and tile surfaces.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

BA-2094

see continuation sheet

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 360 A.
Quadrangle Name: Baltimore East; Curtis Bay
Quadrangle Scale: 1:24 000
UTM References: A:18.368560.4345250
B:18.368340.4345420

VERBAL BOUNDARY DESCRIPTION

Boundaries are those of the former Baltimore Municipal Airport. (See General Plan, Md. Port. Administration, Engineering Department, n.d.).

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Richard D. Meyer/Historic Sites Surveyor

ORGANIZATION

Maryland Historical Trust

DATE

1980

STREET & NUMBER

21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

B-3603; BA-2094
Baltimore Municipal Airport

7.

Ca. 2400' east of the Serplane Hangar is the Air Station (B). Of steel frame, concrete, and brick veneer construction, the building consists of a three story octagonal block, its sides of double width along its major axis. Adjoining these sides in either direction and defining a transverse axis are a pair of single block wings, slightly shorter than the width of the central block. Adjoining on the west and paralleling the facade line is a one story projection with a double tiered rooftop terrace. Spectator benches once lined the walls and a brick balustrade and metal rail fence surround the open side. A one story block boiler room adjoins the south end of the building. Atop the third story of the central block is a roof deck similar to the terrace below. Rising on axis from its west end is a control room block, surmounted by a cube-like control house. These rooms are reached via an open spiral staircase from the third floor. The control house, surrounded by a metal rail fence, is completely glazed, its giant panes slanting outward slightly at the top. For the most part fenestration in the central block consists of continuous vertical ribbons of the industrial sash type, set within recessed panels, while in the wings and west projection, there are regularly spaced rectangular windows of similar type. While the four diagonal sides of the central block each contain a single vertical ribbon, those on the east and west contain three. On the lower east side is a triple grouping of double doors sheltered by a streamlined marquee. (The outer doors have since been replaced with windows). Other doors, most of which are paired with double light transoms, regularly displace windows around the periphery of the building.

The major interior space, the concourse, rises two stories within the central block. The junctures of floor levels, walls, and ceiling and walls are defined by freize, pilaster and moldings, respectively, all in pale blue (now green). Originally the baseboard was in deep blue tile, the lower walls in beige tile and the upper walls in cream-colored plaster. These surfaces have since been covered with acoustical tile.

B- 3603; BA-2094
Baltimore Municipal Airport

7. continued

Adjoining the concourse on the west were the ticket counters and doors to the planes. To the north and south were the various service areas. In 1942, the NW corner office in the north wing was converted to a cock-tail lounge.

Ca. 350' SE of the Air Station is Landplane Hangar #1 and Shops (C). It consists of a steel frame block, ca. 149' long and 106' wide, its gabled roof rising symmetrically along its NE-SW axis. Sides parallel to the ridge line are open; those opposite, as well as the fascia girders of the frame, are covered with metal sheeting. Each clear span is enclosed by fifteen sliding metal doors ca. thirty feet high, which are pierced by a double band of industrial sash ribbon windows. On the NE facade is a double band of five evenly spaced square windows similar to those of the doors. The floor is concrete. Adjoining the SW is a two story brick, steel, and concrete block, two bays wide and seven deep, with a flat roof, its bay system articulated by depression panels between the vertical members. Each panel is pierced by stone-silled industrial sash windows on both stories, as well as several doors. Windows on the first floor have since been replaced with single panes with wide brick mullions. A large rectangular brick chimney rises inside the block wall near its north corner.

Ca. 1200' SE of the Air Station is the 104th Fighter Squadron Hangar (D). It consists of a rectangular steel frame, 130' by 250', with a NW-SE gable roof forty-three feet high at its apex. Gable ends are covered in metal sheets; corners are anchored by brick veneered pylons decorated with paired great order concrete pilasters and frieze segments. Enclosing the clear span openings are gigantic metal sliding door panels which are nearly fully glazed. The floor is concrete. The roof is covered with sheets of metal. Adjoining the hangar on the SW and NE are steel frame and masonry additions, veneered in brick. These parts roughly assume the form of garden and street facades, respectively, of a Federal style country house with oversized hyphens and hip roof wings. The SW or principal facade is distinguished by a central projecting two story portico with gabled roof, blank pediment, and six square columns with simplified capitals. There are double doors with transoms and 8/8 double hung sash windows on each floor. Opposite the portico on the NE facade is a more modest gabled projection with cornice returns, frieze segments, and brick corner quoins. Beneath the gable is a modified Serlian window with a blind circular fan-light on the second floor and double doors below. For the most part,

B-3603; BA-2094
Baltimore Municipal Airport

7. continued

"hyphen" and "wing" windows are regularly disposed and bilaterally symmetrical. Of particular note on the hyphen facades are the segmentally arched blind arcades with single bands of undersized windows on the ground level (now re-bricked and fitted with larger windows), the round arch windows of the main floor (now fitted with small windows and bricked-in), and the brick string course between them. The wings are distinguished by a frieze and brick corner quoins. The roof is sheathed in slate shingles.

Originally, there were five runways, forming an irregular star-shaped pattern. All had macadam surfaces. Adjoining the Air Station on the west and south were a concrete apron and macadam taxiways.

8.

The Landplane Hangar #1 and Shops (C) and the 104th Fighter Squadron Hangar (D) served as maintenance and storage facilities for the commercial and military operations, respectively. While the adjoining masonry block of the former is given a modern treatment, that of the latter is given a Federal Revival veneer, and as such is a late example of a traditional/modern stylistic paradox, reminiscent of many nineteenth century train stations. (These buildings often joined an iron frame train shed and a masonry terminal or hotel veneered with medieval or classical ornamentation.)

B-3603; BA-2094
Baltimore Municipal Airport

9. Bibliography

American Aviation, Volume 15, no. 7, 1 September 1941, p.39.

Baltimore Municipal Airport, architectural drawings (Maryland Port Administration, Engineering Department).

"City Airport's Control Tower Excites Attention", Evening Sun, 16 September 1941.

Existing Facility Plan, Maryland Port Administration, Dundalk Marine Terminal, May 1975.

Griffith, Jeannette, "City's New Airport In Her Homestretch", Baltimore Sun, 29 May 1938.

"Ground Broken For \$450,000 Hangar", Baltimore News-Post, 1 August 1940.

"Mammoth Hangar Nearly Completed", Baltimore Sun, 28 December 1941.

"New Air Station Accepted By City", Baltimore Sun, 22 April 1941.

Pagon, W. Watters, "Transatlantic Seaplane Base, Baltimore, Maryland", paper no. 2122, Transactions, Volume 106, 1941, pp. 1340-1362.

B-3603/BA-2094

Baltimore Municipal Airport (Harbor Field)

Blueprints for buildings on airport property can be found in horizontal map file, MHT library, drawer 5.

- Contain the following:
- E-1 104th Fighter Squadron Hanger
(first floor plan)
 - E-2 104th Fighter Squadron Hanger
(second floor plan)
 - E-3 Land Plane Hangar No. 1 and Shops
(general elevations)
 - E-4 Land Plane Hangar No. 1 and Shops
(front and end elevations of shops)
 - E-5 Airplane Hangar
(general elevations and sections)
 - E-6 Office and Building
(first floor plan)
 - E-7 Baltimore Air Station
(third floor plan)
 - E-8 Baltimore Air Station
(second floor plan)
 - E-9 Baltimore Air Station
(alterations - 1st, 2nd floors)
 - E-10 Municipal Air Station
(first floor plan)
 - E-11 Municipal Air Station
(third floor plan)
 - E-12 Baltimore Air Station
(elevations - field and street sides)
 - E-13 Baltimore Air Station
(end elevations and sections)
 - E-14 Baltimore Air Station
(half elevations - street and
field sides)
 - E-15 Baltimore Air Station
(detail of concorse)
 - E-16 Baltimore Air Station
(fourth floor and control tower)

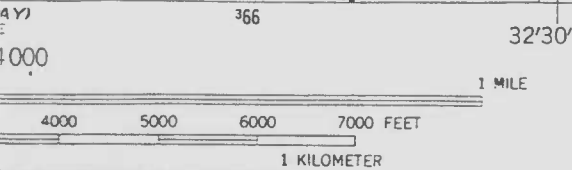
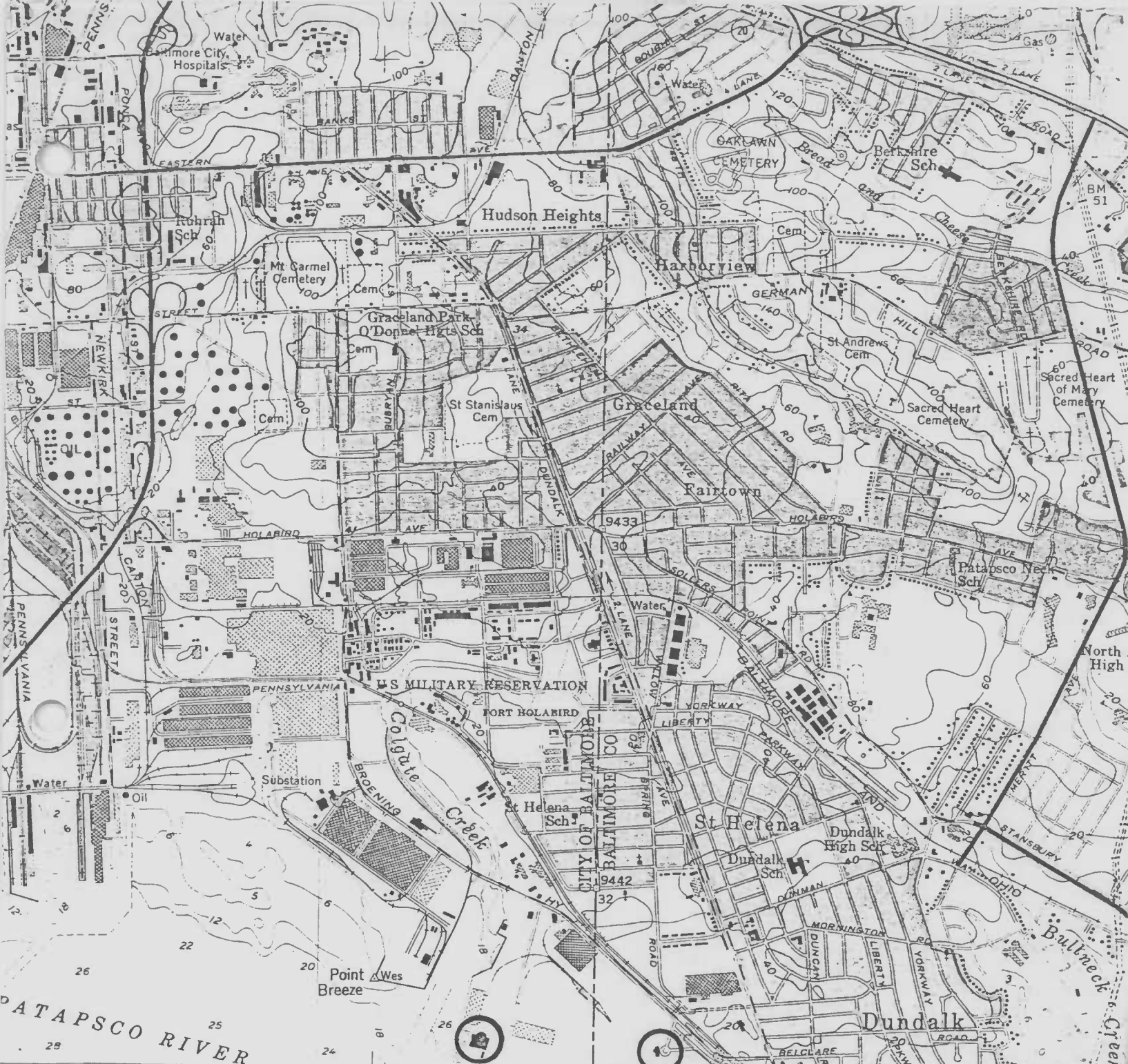
B-3603/BA-2094

Baltimore Municipal Airport (Harbor Field)

E-17 Baltimore Air Station
(first floor plan)

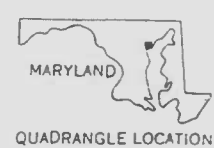
E-18 Baltimore Air Station
(second floor plan)

E-19 General Ground Plan of Field



AL 20 FEET
 EA LEVEL
 T-DATUM IS MEAN LOW WATER
 IMAE OF MEAN HIGH WATER
 PROX : : FEET
 MAP ACCURACY STANDARDS
 VEY, WASHINGTON, D. C. 20242
 D SYMBOLS IS AVAILABLE ON REQUEST

B-3603 BA-2094
 BALTIMORE EAST
 QUADRANGLE



ROAD CLASSIFICATION
 Heavy-duty ——— Light-duty ———
 Medium-duty ——— Unimproved dirt ———
 Interstate Route U. S. Route State

BALTIMORE EAST,
 SE/4 BALTIMORE 15' QUADRANGLE
 N3915-W7630/7.5
 1953
 PHOTOREVISED 1960
 AMS 5662 I SE-SERIES V832

CURTIS BAY QUADRANGLE

MARYLAND

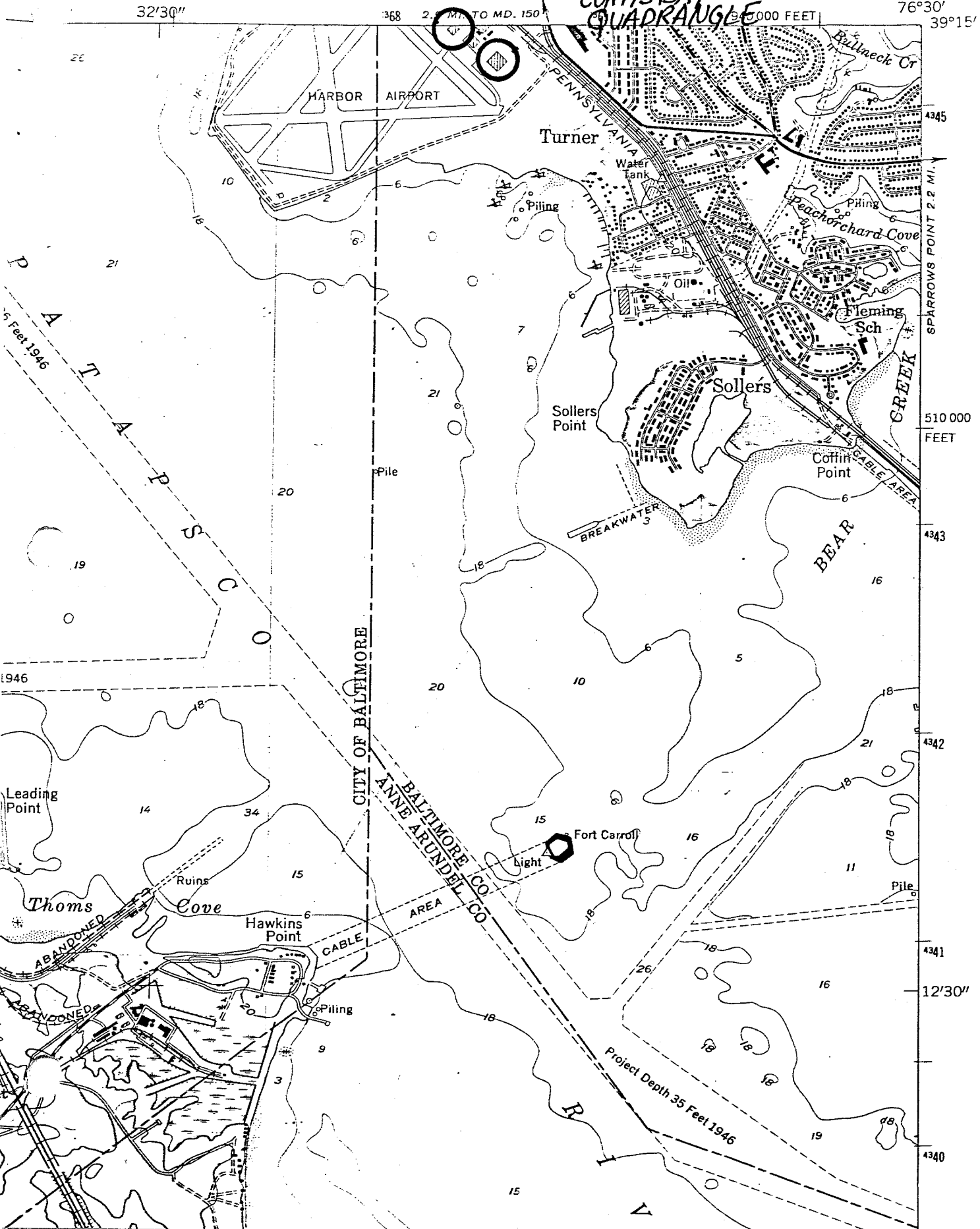
B-3603; BA-2094

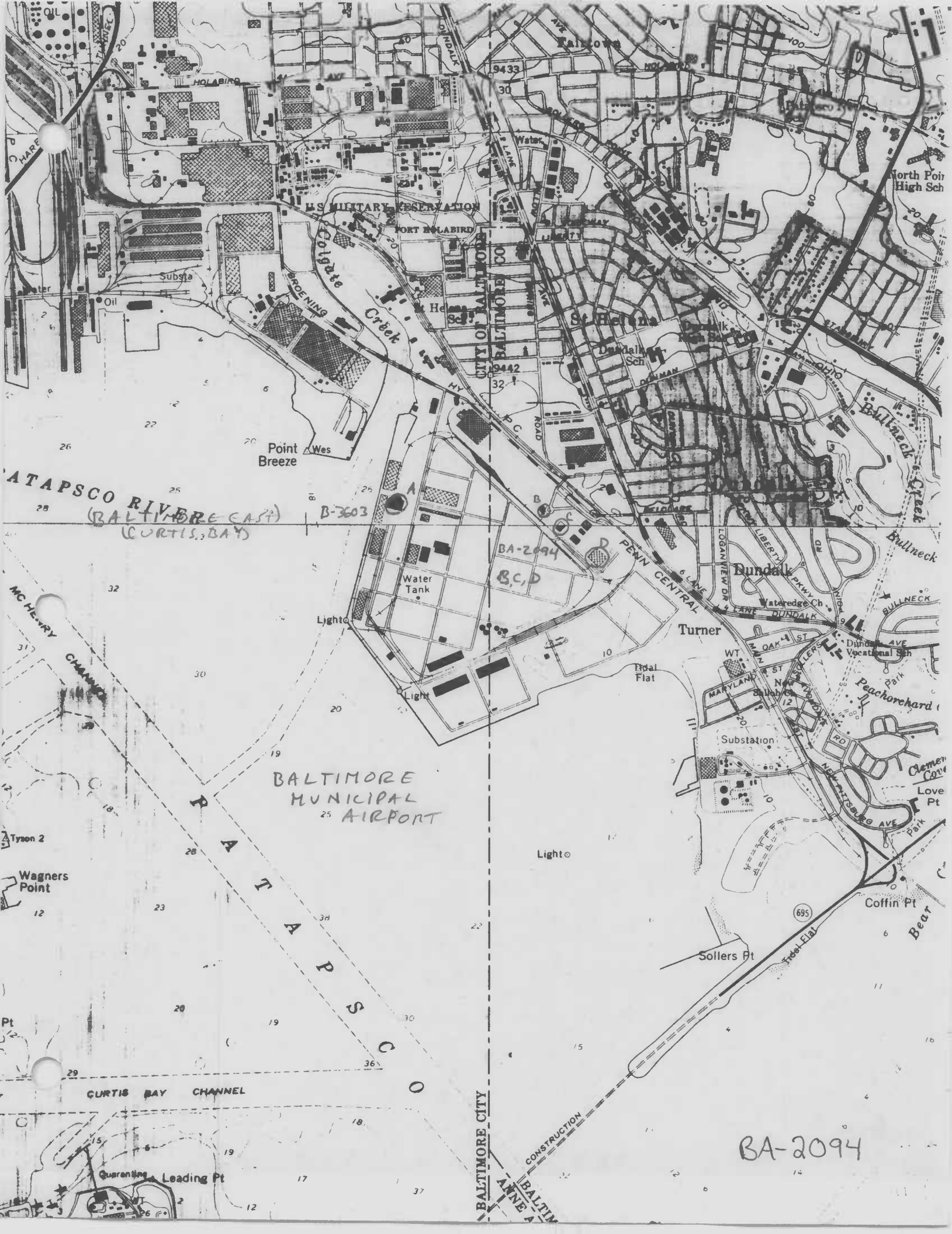
725000 QUOTE SERIES (TOPOGRAPHIC)

NE 1/4 RAILWAY 15' QUADRANGLE

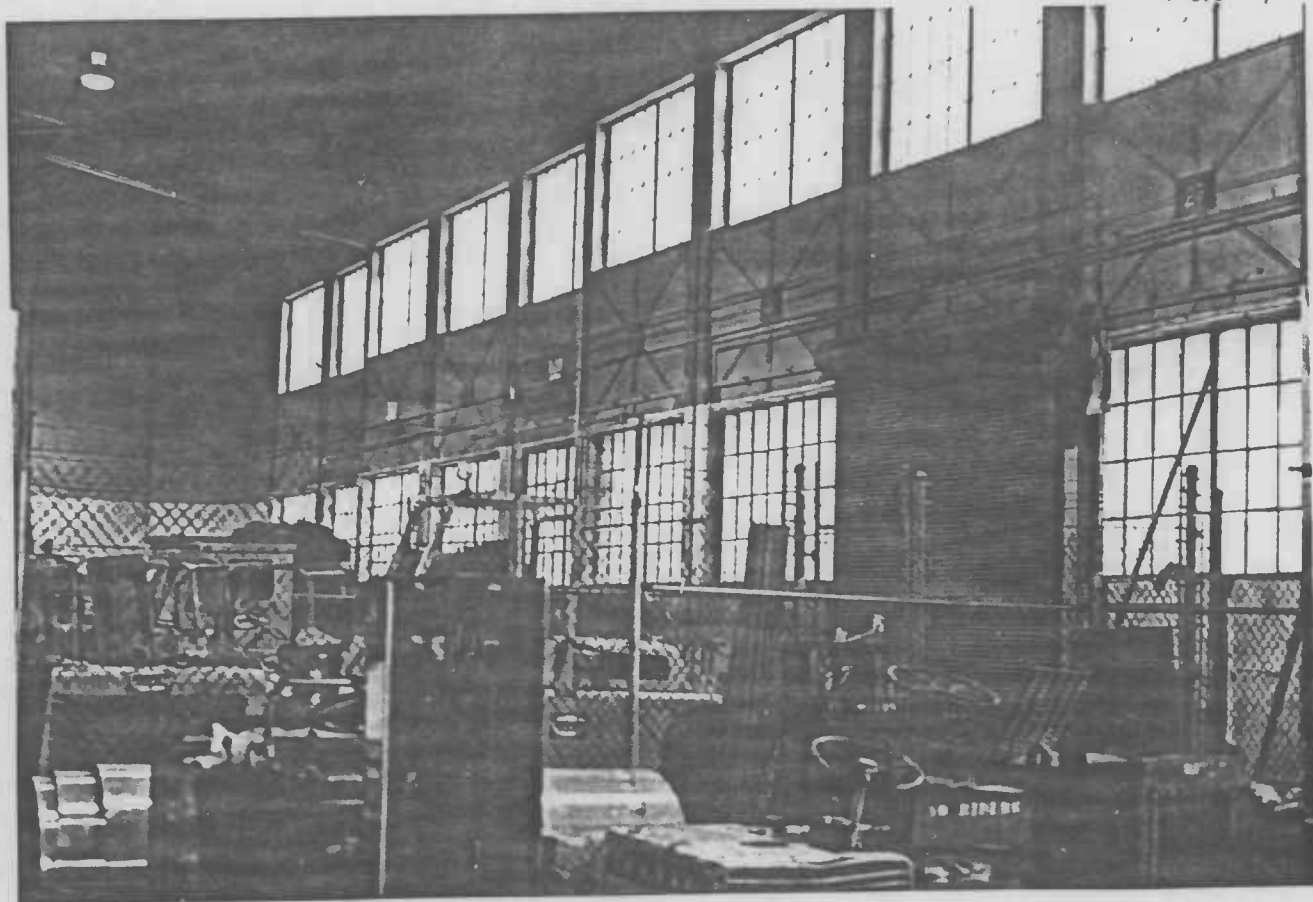
CURTIS BAY QUADRANGLE

5762 IV SM
(MIDDLE RIVER)

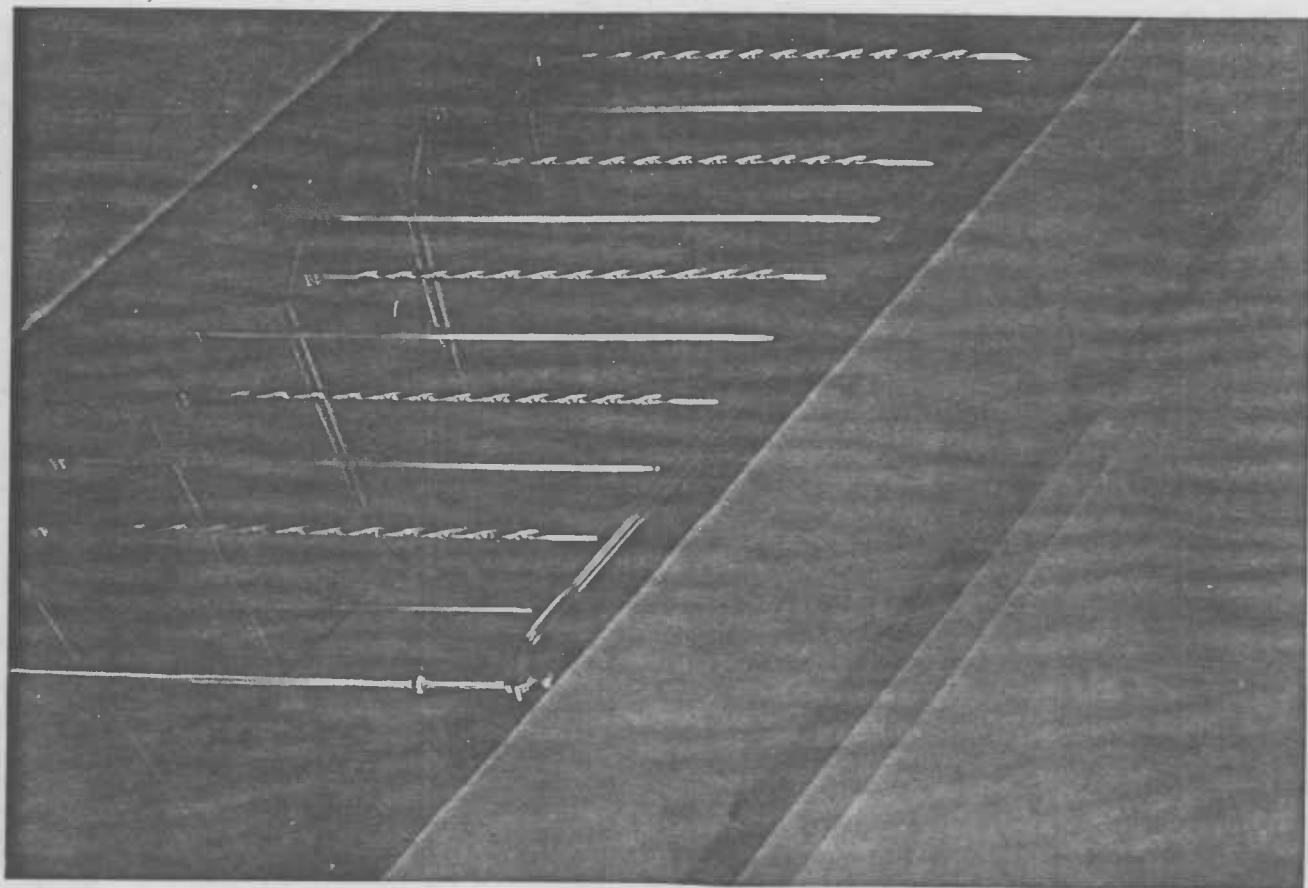
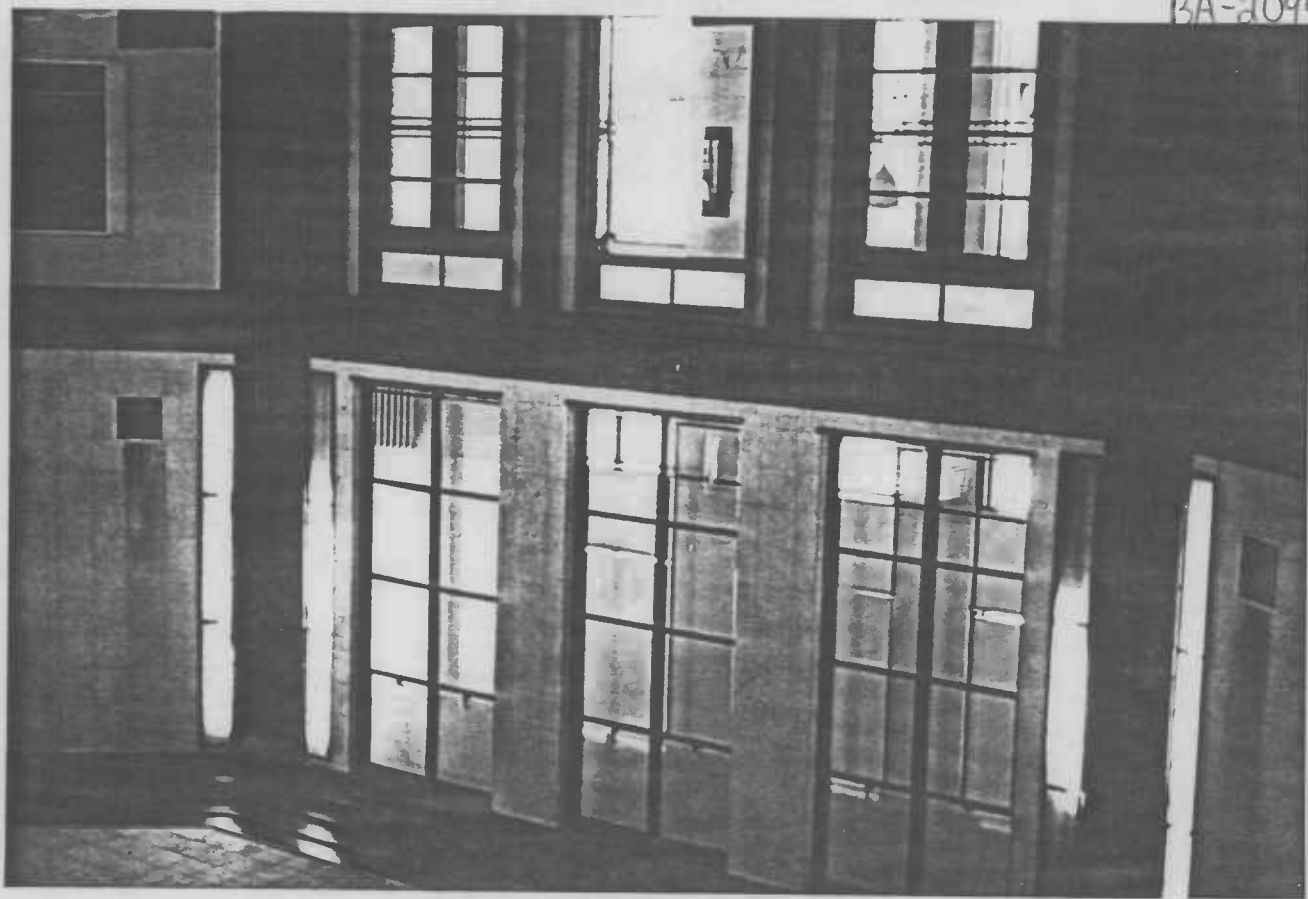




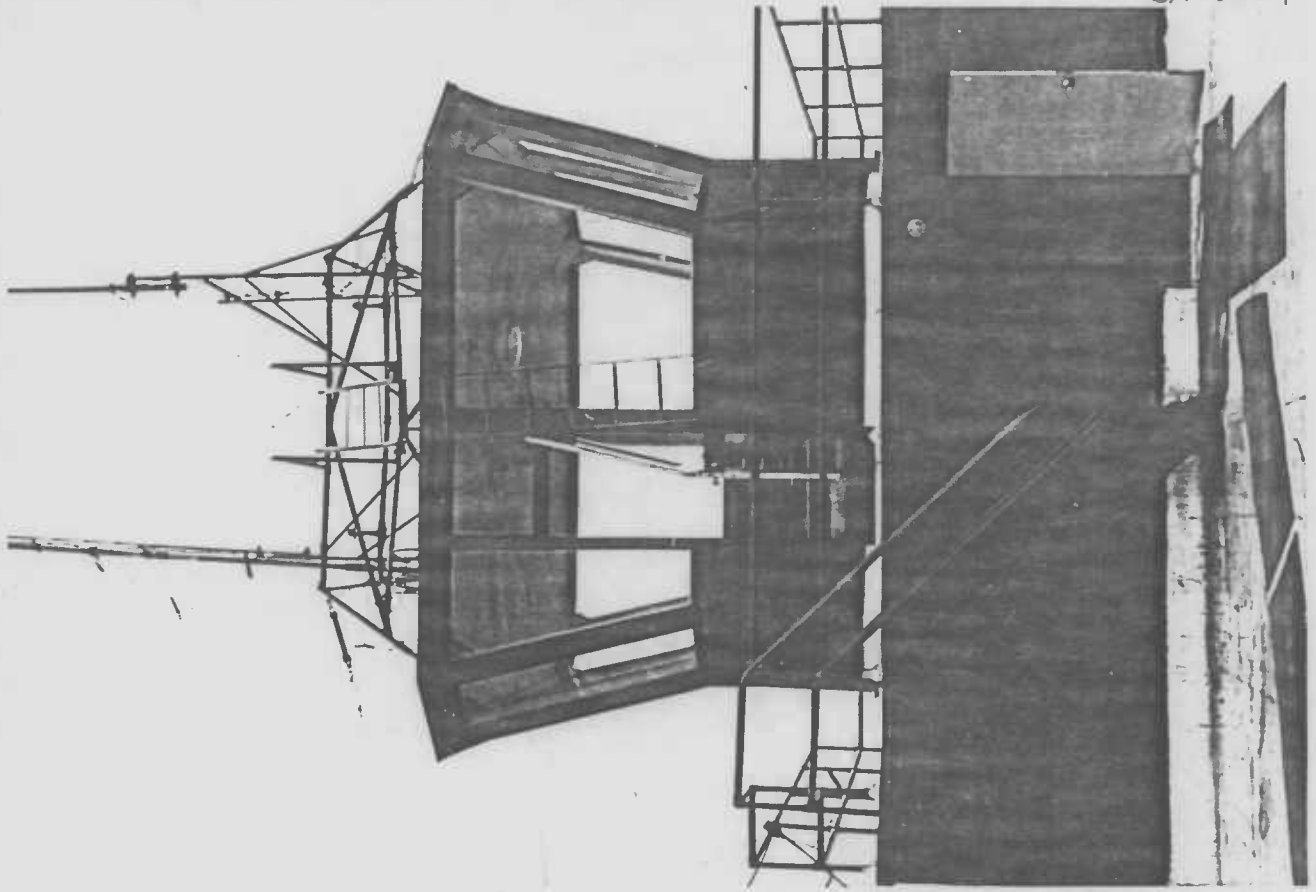
BA-2094



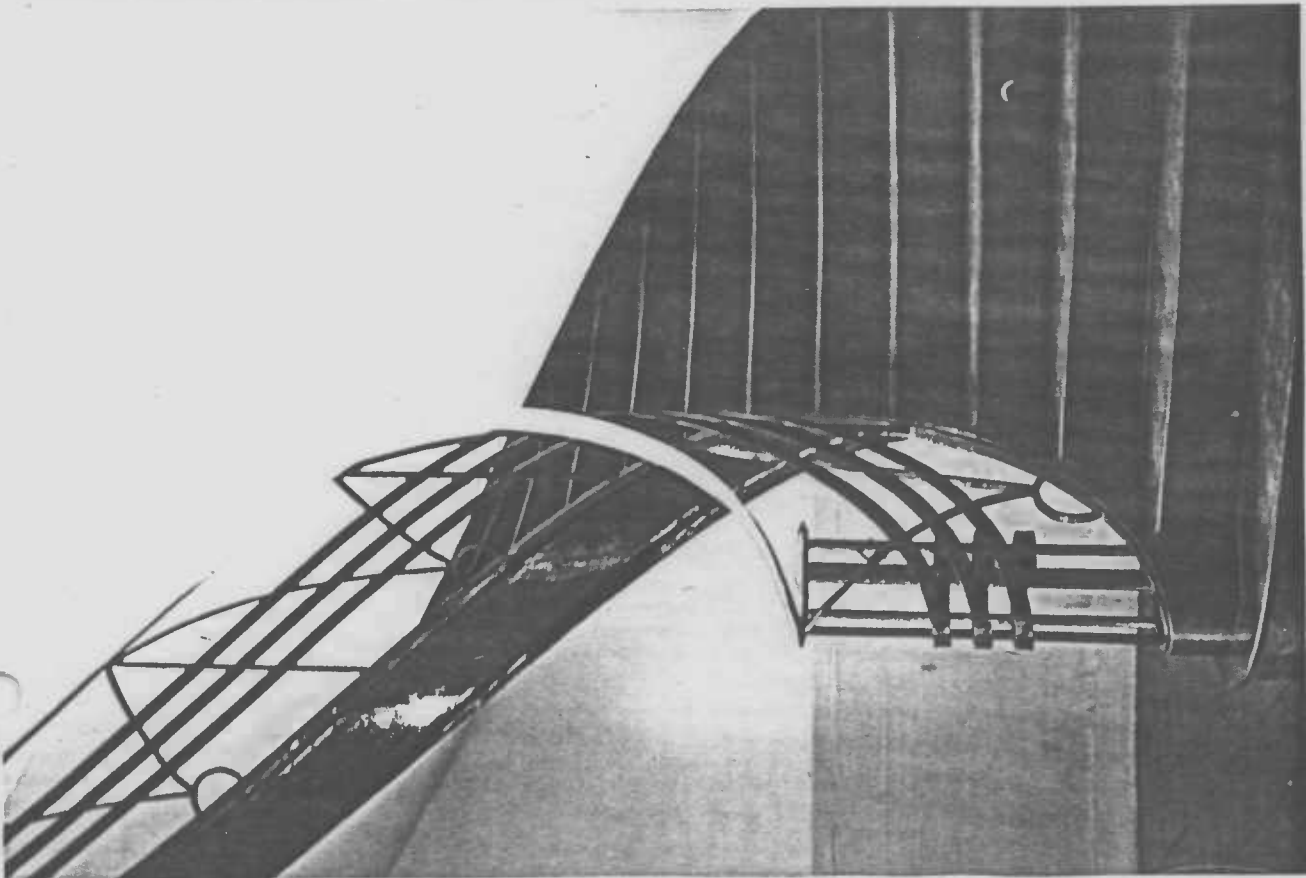
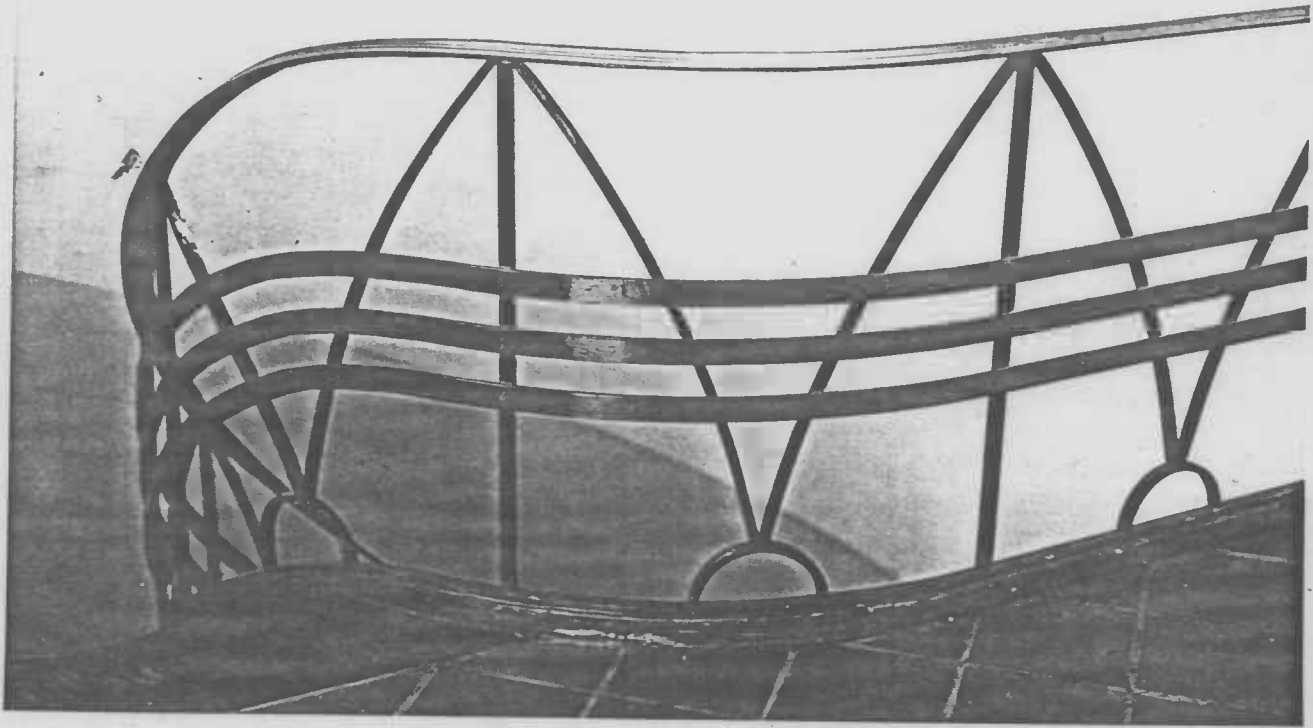
BA-2094



BA-2094



BA-2094



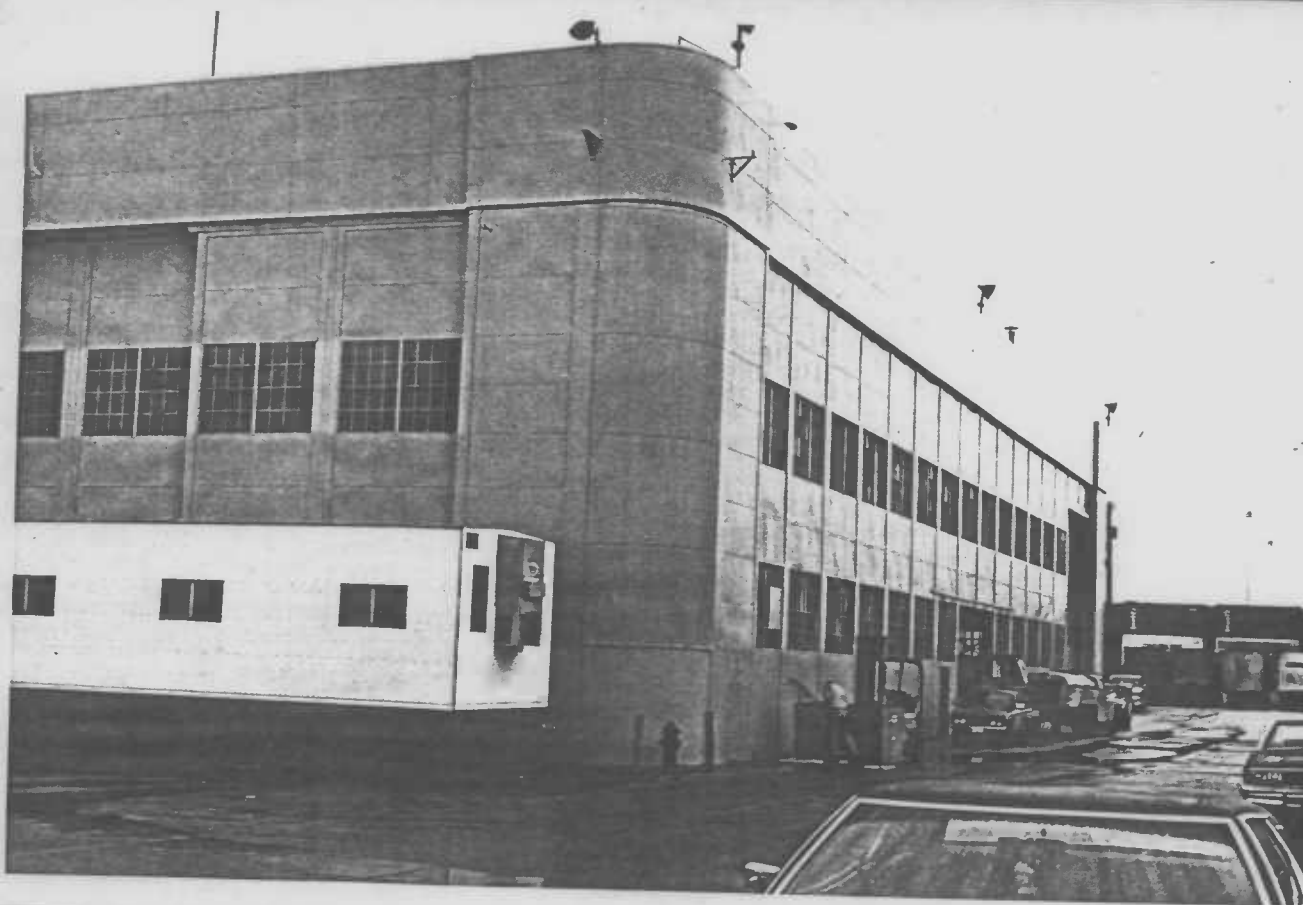
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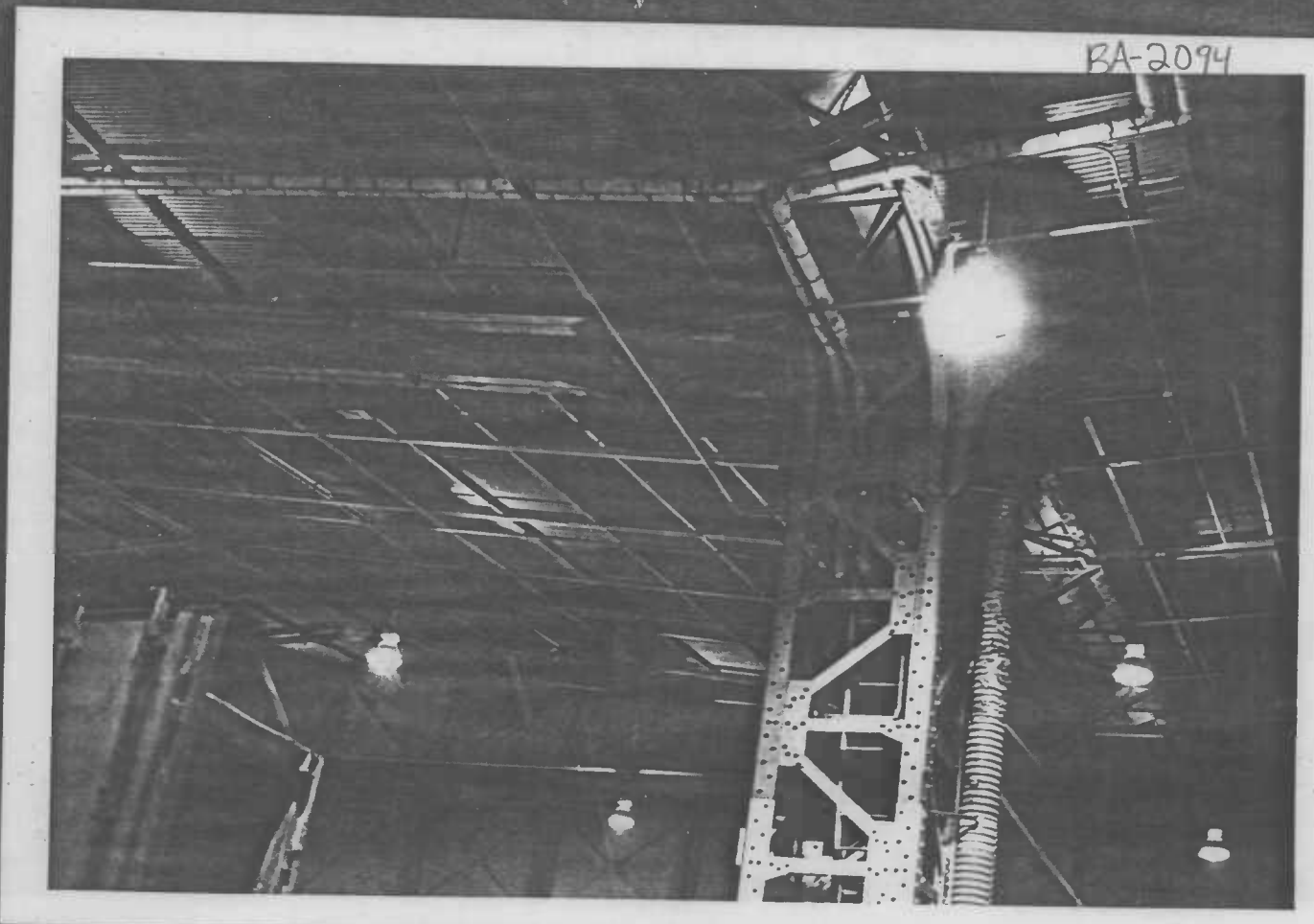


BA-2094



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